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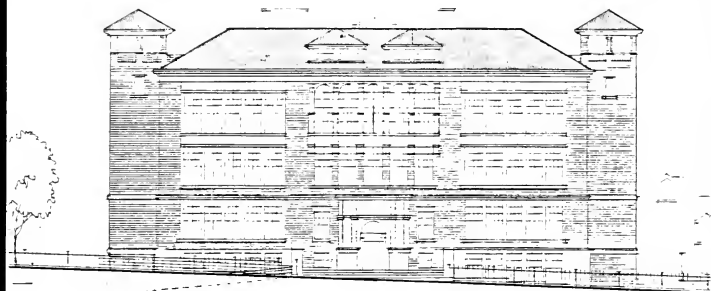


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NEW DORMERS



RAMP TO COMMUNITY ROOM

COMMUNITY URBAN GARDEN

# HOUSING CREATION PROPOSAL

**One Twenty Five High Street  
Limited Partnership  
for the  
Brooks School Limited Equity Cooperative**

City of Boston  
Raymond L. Flynn  
MAYOR

Public Facilities Department  
Lisa G. Chapnick  
DIRECTOR



CBD  
B65M  
1988





MEMORANDUM

JANUARY 28, 1988

TO: STEPHEN COYLE, DIRECTOR  
BOSTON REDEVELOPMENT AUTHORITY

FROM: LISA CHAPNICK, DIRECTOR *LC*  
PUBLIC FACILITIES DEPARTMENT

RE: HOUSING CREATION PROPOSAL SUBMITTED BY ONE TWENTY FIVE HIGH STREET  
LIMITED PARTNERSHIP

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EXECUTIVE

SUMMARY: One Twenty Five High Street Limited Partnership, developers of an office/retail development located on 109,135 sq.ft. of land in the downtown central business district, has submitted a linkage proposal that would commit up to \$1,616,925 (the balance of its \$6,376,925 linkage commitment) to the Brooks School Community Project to assist in the creation of 57 units of limited equity cooperative housing in the Roxbury Neighborhood. A resolution is requested approving this Housing Creation Option.

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One Twenty Five High Street Limited Partnership, the developer of One Twenty Five High Street, has submitted a proposal to commit the balance of its \$6,376,925 linkage commitment in the amount of approximately \$1,616,925, or \$230,989.29 for seven years, to the Brooks School Limited Equity Cooperative. One Twenty Five High Street has previously committed linkage funds to the Boston Housing Partnership II.

The Brooks School Limited Equity Cooperative project will create 57 units of family housing in the Roxbury Neighborhood. Seventy-seven percent of the units will be affordable to low and moderate income individuals and families. The project combines the adaptive reuse of a surplus school in conjunction with new construction on vacant land to create a project that will eliminate a blighting influence on a Roxbury neighborhood. This is the first disposition of City owned property through the Roxbury Neighborhood Council.

The development entity, Brooks Development Associates, is a joint partnership between a local nonprofit community development corporation, Quincy Geneva CDC and the Minority Development and Education Association. Both partners are minority agencies/firms.





The proposed financing will involve construction and permanent financing from the Massachusetts Housing Finance Agency (MHFA) with a SHARP subsidy. The linkage commitment of approximately \$1,616,925 contributed over seven years will be used to finance an initial development gap of \$409,388, with the remainder used to finance an annual operating deficit. Any linkage funds not required to ensure project feasibility and affordability will be returned to the Trust.

### Conclusion

The Neighborhood Housing Trust has voted to recommend that the Boston Redevelopment Authority approve the One Twenty Five High Street, Brooks School Housing Creation Proposal. Subsequent approval by the Boston Redevelopment Authority will fill a critical financial need in the Brooks School project, thereby creating 57 units of housing of which 44 units (77%) will be affordable.

But for the application of these linkage funds to this project, this project cannot be completed.

It is therefore recommended that the Housing Creation Proposal submitted by One Twenty Five High Street Limited Partnership for the Brooks School project be approved.

An appropriate vote follows:

Voted: That the Authority finds, after consideration of the evidence submitted at a public hearing on the date, January 28, 1988, regarding the Housing Creation Proposal submitted by One Twenty Five High Street Limited Partnership the "Partnership": (1) that it is anticipated that the Partnership will be obligated to pay a Development Impact Project Contribution pursuant to Article 26A of the Boston Zoning Code; (2) that the Partnership has submitted to the Secretary, and the Authority hereby approves, a Housing Creation Proposal ("Plan") dated January 12, 1988, (3) that the Neighborhood Housing Trust has reviewed this Proposal and has made a recommendation to the Authority to approve, with regard thereto; (4) that the Proposal will provide 44 units of housing to low and moderate income households and will assist in eliminating a blighted area in the Roxbury neighborhood; (5) that the Brooks Development Associates are developing an affordable housing project in Roxbury; (6) that the above-mentioned housing developer is seeking or has commitments from various federal, state, city and private grant and loan programs for said affordable housing project; (7) that a gap exists in the financing of the housing development as proposed by the said developer; (8) that but for the commitment of additional funds said housing would not be built and would not be affordable; and (9) that application of the DIP Exactions from One Twenty Five High Street as proposed in its Housing Creation Proposal is necessary and appropriate to the development of said



affordable housing; (10) that the Housing Creation Proposal of One Twenty Five High Street Limited Partnership complies with the Housing Creation Regulations promulgated pursuant to Articles 26 and 26A of the Boston Zoning Code on April 17, 1986; (11) that said Housing Creation Proposal be approved by the Authority; and (12) that upon satisfactory performance of the One Twenty Five High Street Limited Partnership's obligations under the Housing Creation Ageement, the Partnership be deemed to have complied with the Housing Creation Regulations and upon written request by the Partnership to the Authority, the Certificate of Compliance shall be issued.

And Further Voted: That the Housing Creation Proposal submitted by One Twenty Five High Street Limited Partnership dated January 12, 1988 is hereby approved as submitted, together with any conditions recommended by the Neighborhood Housing Trust in its vote of January 12, 1988 (copies of the Votes appended hereto and incorporated by reference herein);

And Further Voted: That the Director be and hereby is authorized to enter into a Housing Creation Agreement pursuant to Section 10 of the Housing Creation Regulations;

And Further Voted: That the Director be and hereby is authorized to designate the Public Facilities Commission, acting through its Director, to prepare all documents as may be necessary to implement the Housing Creation Proposal and ensure the successful development of the said affordable housing developments, each on such terms and conditions as the Director of the Public Facilities Department may deem necessary and/or appropriate to the successful implementation of said development.



January 15, 1988

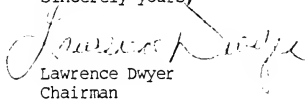
Steve Coyle, Director  
Boston Redevelopment Authority  
9th Floor, Boston City Hall

Dear Steve:

I am pleased to forward to the Authority the votes taken at the most recent meeting of the Neighborhood Housing Trust on January 12, 1988.

The combined recommendations enclosed herein reflects 343 new units of Housing of which 248 are affordable units and the distribution of approximately \$5.6 million in linkage funds. This package also represents the first City submission to MHFA for SHARP funds. Please be aware that failure of any of these projects to achieve SHARP financing by December 31, 1988 would terminate the linkage commitment made by the Neighborhood Housing Trust.

Sincerely yours,



Lawrence Dwyer  
Chairman



VOTES OF THE NEIGHBORHOOD HOUSING TRUST

Approved at a Meeting of the Neighborhood Housing Trust

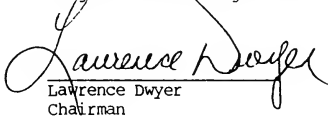
January 12, 1988

The following votes were taken at the January 12, 1988 meeting of the Neighborhood Housing Trust:

VOTED: That the Chair of the Neighborhood Housing Trust be authorized to recommend to the Boston Redevelopment Authority that the Housing Creation Proposal as submitted and generally described by the One Twenty Five High Street Limited Partnership on January 12, 1988 to assist in the creation of fifty-seven (57) units of housing of which 44 are affordable units in Roxbury by Brooks Development Associates, be approved as submitted in an amount not to exceed \$1,616,925 contributed over seven years, and further voted that the Boston Redevelopment Authority or its designee is hereby authorized to prepare all documents as may be necessary to implement the Housing Creation Proposal and ensure the successful development of the said affordable housing development on such terms and conditions as the Boston Redevelopment Authority or its designee may deem necessary and/or appropriate.

Passed unanimously 1/12/88

Attested to on Behalf of the  
Neighborhood Housing Trust

  
Lawrence Dwyer  
Chairman





## PROPOSED HOUSING CREATION LINKAGE



# ONE TWENTY FIVE HIGH STREET

January 12, 1988

Stephen F. Coyle, Director  
Boston Redevelopment Authority  
One City Hall Plaza  
Boston, Massachusetts 02201

Dear Mr. Coyle:

On May 7, 1987, the Boston Redevelopment Authority ("BRA") approved the Development Plan and Development Impact Project Plan for One Twenty Five High Street Limited Partnership's construction of a 30-story building and a 21-story building and renovation of three 19th century buildings for office and retail uses on the block bounded by High, Oliver, Purchase and Pearl Streets (the "Project"). The Development Impact Project Agreement dated August 18, 1987, provides for us to satisfy our Development Impact Project Contribution either through seven equal annual payments to the Neighborhood Housing Trust or through an approved housing creation proposal. Our obligation to make this contribution is, however, subject to a building permit being issued for the Project, which permit shall not be revoked and shall not lapse without being renewed.

One Twenty Five High Street Limited Partnership (the "Partnership") is delighted to assist the City in its efforts to provide affordable housing by submitting a housing creation proposal for the benefit of Brooks Development Associates ("Brooks Associates") which will aid the Brooks School development. Brooks Associates plans to rehabilitate the Brooks School in conjunction with new construction on vacant land to create a project with 57 units of housing in the Roxbury neighborhood, of which 44 units (77%) will be affordable to low and moderate income families.

The Partnership has previously committed a portion of each annual Development Impact Project Contribution to the Granite Properties project being developed by Boston Housing Partnership II. Approval of this proposal is intended to permit the Partnership to dedicate the balance of each annual Development Impact Project Contribution, if and when due, as funds needed for the Brooks School development to proceed. Approval by the Neighborhood Housing Trust and the BRA of One Twenty Five High Street's proposal will fill a critical funding gap in the Brooks School development, thereby making possible the development of this much needed family housing.



# ONE TWENTY FIVE HIGH STREET

Stephen F. Coyle, Director

January 12, 1988

Page 2

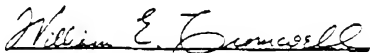
All information included herein (and in the proposal) and not relating to One Twenty Five High Street was provided by the BRA, the Boston Public Facilities Department and the City to the Partnership and, in submitting this proposal, the Partnership has relied upon the accuracy of such information. I trust that you will find that One Twenty Five High Street's proposal meets the requirements of the housing creation process and helps the City achieve its goal of providing affordable housing in all its neighborhoods.

Sincerely,

ONE TWENTY FIVE HIGH STREET  
LIMITED PARTNERSHIP

By: The Prospect Company, its  
Managing General Partner

By:



William E. Cronwell  
Director - Development



CUST LOT NO		ITEM NO		DEPARTMENT		CATEGORY		BINDING CLASS	
40041				GOVDOC					
ACCOUNT ID		TITLE ID		COLLECTION		LEVEL		SPINE LETTERING PLEASE TYPE OR PRINT	
								HOUSING CREATION PROPOSAL	
NAME				BIND FREQ					
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<input type="checkbox"/> SAVE TITLE (NEW)				<input type="checkbox"/> PERMANENT CHANGE					
<b>BINDING CLASS CIRCLE ONE ONLY</b>									
01	PERIODICAL CUSTOM (F+B ADS OUT)								
02	PERIODICAL STANDARD (ADS IN)								
03	PERIODICAL BUDGET								
04	PERIODICAL LUMINO								
05	BOOK/PAPERBACK ADHESIVE BIND								
06	BOOK/PAPERBACK-ADHESIVE BIND								
07	PRESERV. PHOTOCOPY-SEWING OPTION								
08	BOOK/PAPERBACK-SEWING OPTION								
09	BOOK/PAPERBACK-CLASSIC RECASE								
10	PAPERBACK-ACME BIND								
11	PAPERBACK-NORCLOTH								
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DEVELOPMENT PLAN  
and  
DEVELOPMENT IMPACT PROJECT PLAN  
for  
PLANNED DEVELOPMENT AREA NO. 26

ONE TWENTY FIVE HIGH STREET

April 15, 1987

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Developer: One Twenty Five High Street Limited Partnership, a limited partnership formed under the laws of the Commonwealth of Massachusetts (the "Developer") by The Prospect Company ("Prospect"), a Delaware corporation, Spaulding and Slye Company ("S&S"), a Massachusetts limited partnership, and New England Telephone and Telegraph Company ("NET"), a New York corporation. The business address, telephone number and designated contact for the Developer are: 150 CambridgePark Drive, Cambridge, Massachusetts 02140, Telephone: 617 864-2700, Designated Contact: Peter M. Small.

Principals of S&S developed One Washington Mall, a 16-story, 154,000 square foot office building located in Government Center. One Washington Mall was developed as part of the Government Center renewal program. The building was sold in 1979 to Bank of New England.

NET is the owner of the following buildings located in Boston: (i) 41 Belvidere Street, a six-story office building

5/7/87

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\*with amendment of section entitled "Parking and Loading Facilities" as shown on page 6 herein and also of Exhibit E to "Resolutions of the Boston Redevelopment Authority Regarding One Twenty Five High Street Development Plan and Development Impact Project Plan," adopted by the Authority on May 7, 1987, by deletion of Use Item 66 from Schedules 1 and 6 thereof.



located in downtown Boston and containing approximately 118,395 square feet of floor area; (ii) 6 Bowdoin Square, a 13-story office building located in downtown Boston and containing approximately 228,000 square feet of floor area; (iii) 8 Harrison Avenue, a nine-story office building located in downtown Boston and containing approximately 166,000 square feet of floor area; (iv) 185 Franklin Street, a 22-story office building located in downtown Boston and containing approximately 1,563,000 square feet of floor area; (v) 245 State Street, a 12-story office building located in downtown Boston and containing approximately 218,000 square feet of floor area; (vi) the parking garage located in downtown Boston at 343 Congress Street; (vii) 570 East 4th Street, a one-story office building located in South Boston and containing approximately 23,221 square feet of floor area; (viii) 175 Adams Street, a five-story office building located in Dorchester and containing approximately 100,360 square feet of floor area; and (ix) 50 Harvard Avenue, a one-story office building located in Hyde Park and containing approximately 18,900 square feet of floor area. NET formerly owned the buildings located at 50 Oliver Street and 13-21 Oxford Street in downtown Boston, which buildings were sold by NET in March and December of 1980, respectively, and the building located at 14 Everett Street in Hyde Park, which was sold by NET in December of 1978.



Prospect has no other current or former projects within the City of Boston. However, Prospect's affiliate, The Travelers Insurance Company (the "TIC"), developed the 16-story, 358,000 square foot office building (the "Travelers Building") presently located on the Site described below.

Site Description/Project Area: A certain parcel of land bounded by High, Oliver, Purchase and Pearl Streets, located in Boston's financial district and containing approximately 109,135 square feet, more particularly described in Exhibit A attached hereto and shown on Exhibit B attached hereto (the "Site"). Development of the Site will require the acquisition by the Developer from the City of Boston of the fire station which fronts on Oliver Street and the approximately 19,069 square foot lot on which it is located and the approximately 1,822 foot vacant lot located at the corner of High Street and Oliver Street, both of which parcels are more particularly described in Exhibit C attached hereto (the "City Parcels"), the discontinuance of a portion of the City Parcels, and the release by the City of Boston of any and all of its rights in any alleyways, lanes or courts within the Site.

General Description of Proposed Development and Use Allocation: The project will entail renovation of the three existing vacant four- to six-story buildings located at the corner of Purchase and Oliver Streets, with a portion along Purchase



Street housing the proposed new City of Boston ambulance facility (collectively referred to herein as "Building 1") and the construction of the following: (i) a 30-story office/retail building, and an infill base typically five stories in height, with the portion along Purchase Street rising from five to nine stories and housing, in a part thereof, the proposed new City of Boston fire station (collectively referred to herein as "Building 2"); and (ii) a 21-story office/retail building ("Building 3") (collectively referred to herein as the "Project"). All three Buildings will be joined by an interior landscaped atrium. As shown on the schematic design drawings for the Project listed in Exhibit D attached hereto, parking for approximately 850 vehicles will be provided on five or six levels below grade, approximately 700 of which spaces will be reserved for tenant parking (including approximately 30 spaces for use by the proposed fire station and approximately seven spaces for use by the proposed ambulance facility) and approximately 150 of which will be reserved for public parking.

Location and Appearance of Structures: The location and appearance of the Buildings shall generally conform with the schematic design drawings listed in Exhibit D attached hereto. These plans are subject to further design review and refinement and are hereby incorporated into this Plan.





The exterior building materials of the Project will be compatible with the buildings on neighboring blocks. The exterior of Building 1 is and will remain brick. The exterior materials of Buildings 2 and 3 will include glass, granite and metal panels.

Legal Information: There are no legal judgments or actions pending which directly involve the Project. There are not now, nor have there been in the past, tax arrearages on any Boston property while under the ownership of Prospect, NET or S&S.

The entire Site is owned by the TIC, except for the City Parcels which are owned by the City of Boston. It is anticipated that the City Parcels will be purchased by the Developer from the City prior to demolition of the Travelers Building. The TIC intends to convey to the Developer its interest in the Site (and any improvements located thereon) prior to commencement of construction of the Project.

Building Dimensions: The dimensions of the Buildings will generally conform with the drawings listed in Exhibit D to this Plan. The height of Building 1<sup>1</sup> will not exceed 100 feet, the height of Building 2 will not exceed 400 feet and the height of Building 3 will not exceed 300 feet.

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<sup>1</sup>For purposes of this Plan, the term "height of building" shall have the meaning given to it in Section 2-1(23) of Article 2 of the Boston Zoning Code, as in existence on December 5, 1986 and not as the same may be amended thereafter.



Proposed Traffic Circulation: Vehicular access and egress for the Site shall be provided by the four existing streets bounding the Site. The local street system currently serving the Site forms a grid with Purchase Street and High Street both one-way westbound, Pearl Street one-way northbound, and Oliver Street one-way southbound. Access to and egress from the below-grade parking facility and loading bays will be by way of Purchase Street.

Pedestrian access to the Project will be primarily through the three main entrances on High, Oliver and Pearl Streets; access will also be provided through an entrance on Purchase Street. Pedestrian ways throughout the landscaped atrium will connect all of the Buildings with the surrounding streets.

Parking and Loading Facilities: As shown on the schematic design drawings for the Project listed in Exhibit D attached hereto, the 105 parking spaces currently existing on the Site will be replaced with <sup>not less than</sup> ~~approximately~~ 850 off-street parking spaces, approximately 700 of which will be reserved for tenant parking (including approximately 30 spaces for use by the proposed fire station and approximately seven spaces for use by the proposed ambulance facility) and <sup>not less than</sup> ~~approximately~~ 150 of which will be for public parking. The parking spaces will be provided on five or six levels below-grade. Pedestrian access to the garage will be

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\*Changes in these lines made by Zoning Commission in its approval of this Development Plan August 18, 1987.



through elevators and stairways located in the lobbies of Buildings 2 and 3 and through the basement of Building 1.

Approximately 9 loading bays will be provided on the first level below-grade. The parking and loading facilities will be in general conformity with the facilities shown on drawings 4 and 19 through 23 listed on Exhibit D attached hereto.

Projected Number of Employees: It is anticipated that the Project will generate approximately 630 construction-related jobs and approximately 4,700 permanent office and retail jobs (of which approximately 1,850 permanent jobs will be transferred from other Boston locations by NET, the anchor tenant).

Access to Public Transportation: The proposed Site is well served by public transportation. Three of the four MBTA subway lines are within walking distance of the Site, South Station (Red Line) being within 1,000 feet to the southwest, the State Station (Blue and Orange Lines) being within 1,800 feet to the northwest, and the Aquarium Station (Blue Line) being within 2,000 feet to the northeast. The fourth line (Green) is available indirectly via a transfer from the Red Line at the Park Street Station. In addition to the subway lines, the commuter rail terminals serving the southern and western suburbs are located at South Station; the commuter rail terminals serving the northern suburbs are located at North Station which is a 15-minute walk from the Site or can be reached via the Orange Line; the terminus of the MBTA's express



bus service to the western suburbs is located only two blocks west of the Site; the MBTA's express bus service to the north is provided at the Haymarket Station which is an 8- to 10-minute walk from the Site or can be reached via the Orange Line; and private commuter bus service is provided at South Station. Finally, a new commuter boat docking facility servicing the south shore communities is operating at Rowes Wharf, approximately 1,000 feet east of the Site.

Over the next five years, substantial improvements are planned for the subway and commuter rail lines serving the downtown area. These improvements, which include track and signal system upgrading, station modernization, platform lengthening, and new rolling stock, will insure that adequate system capacity exists to accommodate expected new demand from increased development and changes in commuting patterns.

Open Spaces and Landscaping: The Buildings will be joined by a glass enclosed, climate-controlled atrium and associated common areas which will be landscaped and which will serve as an interior courtyard, with a limited amount of open space at the entrances to the Buildings as shown on drawings 4 and 35 listed in Exhibit D attached hereto. The atrium is shown on drawings 4, 5, 24, 25, 31 and 35 listed in Exhibit D attached hereto and the landscaping for the Site is shown on drawings 4, 24, 25, 31 and 35 listed in said Exhibit D.





Design Review Status and Procedures: The design review process to be observed by the Developer and the BRA shall be as set forth in the BRA's "Development Review Procedures" dated 1985, revised 1986, namely, review of items which affect site improvements, exterior facades, roofscape and interior public spaces ("Design Review Process"). The schematic design for the Project, as shown on the plans listed in Exhibit D attached hereto, satisfies the submission requirements for Phase I under the Design Review Process.

Permits: As part of the Design Review Process, the BRA has required the preparation of an Environmental Impact Assessment ("EIA") for the Project. By letters dated August 13, 1986 and August 25, 1986, the BRA notified the Developer that the scope of the EIA must include transportation impacts/access plan, shadow, daylight, excavation/soil conditions, air quality, noise, utility systems, energy, historical landmarks, design and aesthetics and construction impacts. The Draft EIA was submitted to the BRA on December 5, 1986 and notice thereof was published in the Environmental Monitor on December 10, 1986. The BRA provided comments on the Draft EIA by letter dated February 12, 1987 to Brian`K. Gabriel. The Final EIA was submitted to the BRA on April 6, 1987 and notice thereof was published in the Environmental Monitor on April 13, 1987.



In addition, the Project is subject to the review requirements of the Massachusetts Environmental Policy Act ("MEPA"). An Environmental Notification Form for the Project was submitted to the Secretary of the Executive Office of Environmental Affairs ("EOEA") on August 29, 1986 and notice thereof was published in the Environmental Monitor on September 10, 1986. The Secretary of the EOEA issued the scope of the EIR on October 10, 1986 which indicated that the jurisdiction of MEPA extends only to sewer and related water matters and to air quality matters. The Draft Environmental Impact Report ("EIR") was filed with the Secretary of the EOEA on December 3, 1986 and notice thereof was published in the Environmental Monitor on December 10, 1986. The Secretary of the EOEA provided comments on the Draft EIR in a certificate dated January 16, 1987 (the "Secretary's Certificate"). The Final EIR was filed with the Secretary of the EOEA on February 17, 1987 and notice thereof was published in the Environmental Monitor on February 26, 1987. A copy of the Final EIR, which includes copies of the Environmental Notification Form, the scope of the EIR, and the Secretary's Certificate, was submitted to the BRA on February 17, 1987. The Secretary of the EOEA issued a certificate dated April 6, 1987 stating that the Final EIR adequately and properly complies with MEPA, a copy of which has been transmitted to the BRA.



In order to connect sewer lines to the Site, a Sewer Connection and Extension Permit will be needed from the Massachusetts Department of Water Pollution Control. The sewer connection will need to be approved by the Boston Water and Sewer Commission. In addition, the Massachusetts Water Resources Authority, which operates the regional sewer system serving Boston, must issue a permit for the Project or issue a letter waiving its requirements for the Project.

The construction of the proposed parking facility at the Project requires several permits and approvals. The Boston Air Pollution Control Commission approved, after hearings held on January 7, 1987 and February 23, 1987, the issuance of a Parking Freeze Permit for the proposed 150 public spaces and granted an exemption for the proposed 700 tenant-employee spaces. The Boston Public Safety Commission must authorize the storage of gasoline in the tanks of vehicles parked within a structure and the construction and maintenance of an enclosed garage facility. A conditional use permit or exception is required from the Boston Board of Appeal for the parking facility since the Site is located in a Restricted Parking District. An approval for a curb cut is required from the Boston Department of Public Works.

Notification to the Federal Aviation Administration must be given in connection with the construction of an object, such as a high-rise office building, which might affect navigable air space.



The Massachusetts Department of Environmental Quality Engineering must approve plans for furnaces, boilers or other fuel burning equipment on the Site that exceeds a specified generating capacity. The Project may require a permit from the United States Environmental Protection Agency under the National Pollution Discharge Elimination System program in connection with storm water runoff from roofs and paved areas on the Site.

Massachusetts law may also require a water pollution permit issued by the Division of Water Pollution Control with regard to storm water runoff. A number of approvals from City agencies will also be needed in connection with the conveyance by the City of the City Parcels.

One or more demolition permits must be obtained prior to the demolition of the existing structures on the Site. Certain building code variances may be required, and one or more building permits must be secured, prior to construction of the various structures to be located on the Site. Finally, certificates of occupancy, certifying the completion of those structures, must be obtained before any buildings are placed in use.

Compliance with Approved Schematic Plans: The schematic plans listed in Exhibit D attached hereto satisfy the submission requirements for Phase I under by the Design Review Process. Construction of the Project will proceed in general conformance with these plans. As is the case with any project of this scope,





and as a result of the various reviews of the Project to be undertaken in connection with the securing of all permits and approvals therefor, changes to the Project may be made and any such changes which affect site improvements, exterior facades, roofscape and interior public spaces shall be subject to the approval of the BRA pursuant to the Design Review Process.

Zoning: The Site is located in a B-10 zoning district. It is anticipated that the BRA will petition the Boston Zoning Commission to designate the Site as a Planned Development Area ("PDA"), and if so designated the Site will be located in a B-10-D Zoning District. The Site is also located in a Restricted Parking District.

Although all of the Buildings will be physically joined by an atrium and entrance lobbies, any of the three Buildings may be financed and/or owned independently of the others, and therefore, the lot on which each Building is located must be considered as a separate zoning lot, capable of being mortgaged and conveyed as such. For the purpose of such separate ownership and/or financing and for the purpose of the zoning analysis, the Site will be divided into three lots as shown on drawing 41 listed in Exhibit D attached hereto.

Proposed Uses: The proposed uses of the Project will include office space, retail stores and restaurant space, a new City of Boston fire station (Building 2 only) and a new City of Boston



ambulance facility (Building 1 only). The Project will contain approximately 1,402,385 square feet of gross floor area, including approximately 1,359,465 square feet of which will be devoted to office use, approximately 15,920 square feet of which will be devoted to retail use, approximately 24,400 square feet of which will be devoted to the new fire station, and approximately 2,600 square feet of which will be devoted to the new ambulance facility. Retail services will primarily be located on the first floor of the Buildings.

Densities: The underlying zoning district for the Site is B-10, General Business, with a maximum floor area ratio ("FAR") of 10.0. This Plan calls for an FAR of not more than 12.85 for the entire Project, based upon the ratio of 1,402,385 square feet of proposed gross floor area<sup>2</sup> to 109,135 square feet of lot area.

The FAR for each of the separate zoning lots included on the Site is provided in Exhibit E to this Plan. Separately analyzing each of the lots for zoning compliance results in FARs for the

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<sup>2</sup>For purposes of this Plan, the term "gross floor area" shall have the meaning given to it in Section 2-1(21) of Article 2 of the Boston Zoning Code, as in existence on December 5, 1986 and not as the same may be amended thereafter. And, as customary, gross floor area has been determined by excluding mechanical shafts (including smoke exhaust shafts, toilet pipe shafts, stair pressurization shafts, rain leader shafts, electrical risers and elevator shafts and overrides), electrical rooms, floor main mechanical rooms, and below-grade parking.



individual lots which are both higher and lower than the FAR calculation for the Project as a whole.

Development Impact Project Contribution: As required under Section 26A-3 of the Boston Zoning Code, the Developer will enter into a Development Impact Project Agreement with the BRA (the "DIP Agreement") and will be responsible for making a Development Impact Project Contribution (the "DIP Contribution") with regard to the Project. The DIP Contribution shall be made, at the Developer's option, by (i) the grant and payment by the Developer of a sum of money, payable at the times and in the manner and under the conditions specified in the DIP Agreement (referred to in said Section 26A-3 as the "Housing Contribution Grant"), (ii) the creation by the Developer of low and moderate income housing units at a cost at least equal to the amount of the Housing Contribution Grant and under the conditions specified in the DIP Agreement (referred to in said Section 26A-3 as the "Housing Creation Option"), or (iii) a combination of items (i) and (ii) above. Should the Developer's obligation with regard to the DIP Contribution with respect to all of the Buildings be satisfied solely in the form of a Housing Contribution Grant, total payments from the Developer would equal approximately \$6,376,925, calculated as follows:



Total Gross Square Footage of Uses Enumerated in Table D of Article 26A of the Code	1,375,385 gsf
Less Exemption	100,000 gsf
Net Gross Square Footage for Purposes of Payment	1,275,385 gsf
	<u>x \$5</u>
Total Housing Contribution Grant:	\$6,376,925

Jobs Contribution Grant: As required under Section 26B-3 of the Boston Zoning Code, the Developer will also be responsible for making a Jobs Contribution Grant with regard to the Project. The Jobs Contribution Grant shall be payable at the times, in the manner and under the conditions specified in the DIP Agreement. It is anticipated that the total Jobs Contribution Grant for all of the Buildings will equal approximately \$1,275,385, calculated as follows:

Total Gross Square Footage of Uses Enumerated in Table E of Article 26B of the Code	1,375,385 gsf
Less Exemption	100,000 gsf
Net Gross Square Footage for Purposes of Payment	1,275,385 gsf
	<u>x \$1</u>
Total Jobs Contribution Grant:	\$1,275,385





Public Benefits: The Project, which includes first class office and retail space and the full renovation and integration of three 19th-century buildings, will complete the revitalization of the Fort Hill/High Street business district. The upgrading of sidewalks and streets, the creation of exterior arcades, the construction of a new City of Boston ambulance facility and a new City of Boston fire station, the addition of approximately 150 public parking spaces and the creation of interior space accessible to the public will provide new public amenities for the City. Pedestrians will circulate through the Project under a covered, landscaped atrium containing retail establishments. The Project will significantly add to the City's tax base (property taxes are expected to rise from \$1.4 million to approximately \$5.6 million annually) and the total of the so-called linkage and jobs contribution payments to the City will equal approximately \$7,652,310. In addition to providing approximately 630 construction-related jobs and approximately 4,700 permanent jobs (including approximately 1,850 permanent jobs which will be transferred from other Boston locations by NET), the Project will enable NET to consolidate employees from 11 Massachusetts locations, thereby retaining in Boston approximately 3,000 jobs. The Project will be an aesthetic coalition of the old and the new and will significantly add to the quality of life and the economic vitality of the Fort Hill/High Street business district.



Other Documents: The documentation submitted to the BRA simultaneously with this Plan and not specifically incorporated into this Plan is for background information only and as such does not constitute a part of this Plan.



EXHIBIT A  
to  
Development Plan  
and  
Development Impact  
Project Plan  
for  
Planned Development  
Area No. 26  
One Twenty Five High Street

Description of the Site

Certain parcels of land in the Commonwealth of Massachusetts, County of Suffolk, City of Boston, situated on High Street, Oliver Street, Purchase Street and Pearl Street as shown on a plan entitled "DEVELOPMENT PLAN OF LAND IN BOSTON, MA SUFFOLK COUNTY", Scale 1:240, prepared for Travelers Insurance Co. by Survey Engineers of Boston, Drawing No. 44.01M, dated April 14, 1987, bounded and described as follows:

Beginning at the easterly intersection of High Street and Pearl Street, said corner being the westerly corner of said parcels; thence running

N 38-04-39 E	149.89 feet to a point; thence turning and running
N 36-07-35 E	51.01 feet to a point; thence turning and running
N 36-06-59 E	in two courses measuring 69.22 feet and 10.00 feet to a point, said last four courses being by the southeasterly sideline of High Street; thence turning and running
N 39-24-16 E	17.50 feet to a point of curvature; thence running
EASTERLY	37.50 feet by a curve to the right having a radius of 65.00 feet to a point; thence turning and running



S 44-55-25 E            in two courses measuring 22.36 feet and 311.07 feet by the southwesterly sideline of Oliver Street to a point; thence turning and running

S 50-43-21 W            137.41 feet to a point; thence turning and running

S 50-43-35 W            50.08 feet to a point; thence turning and running

S 54-48-04 W            182.87 feet to a point, said last three courses being by the northwesterly sideline of Purchase Street; thence turning and running

N 35-23-51 W            271.99 feet by the northeasterly sideline of Pearl Street to the point of beginning.

Containing 109,135 square feet, more or less.

Together with such other adjacent land located at the intersection of High Street and Oliver Street as may be discontinued as a street or way and purchased from the City of Boston in connection with the development of the above-described parcels.

A portion of said parcel is registered land, being described in Certificate of Title No. 25747 in the Suffolk Registry District, therein bounded and described as follows:

SOUTHEASTERLY            by Purchase Street, thirty-three and 13/100 (33.13) feet;

SOUTHWESTERLY            by land formerly of J. Harris Niles, the line running through the middle of a party wall, forty-nine and 69/100 (49.69) feet;

SOUTHEASTERLY            by the same, one and 21/100 (1.21) feet;

SOUTHWESTERLY            still by said Niles land, the line running through the middle of a party wall, fifty and 40/100 (50.40) feet;





NORTHWESTERLY            eighty-three hundredths of a foot;  
and

SOUTHWESTERLY           six and 66/100 (6.66) feet still by said Niles  
land;

NORTHWESTERLY           by the southeasterly line of Hartford Place,  
nineteen and 60/100 (19.60) feet; and

NORTHEASTERLY           by the southwesterly line of Hartford Street,  
one hundred seven and 23/100 (107.23) feet.

All of the boundaries of said registered land are determined by the Land Court to be located as shown on a plan drawn by Aspinwall and Lincoln, Civil Engineers, dated January 22, 1915, as approved by the Court, filed in the Land Registration Office as Plan No. 5341-A, a copy of a portion of which is filed with Certificate of Title No. 8290.

Also including those portions of Pearl, High and Oliver Streets which may be or have been discontinued above and below grade.



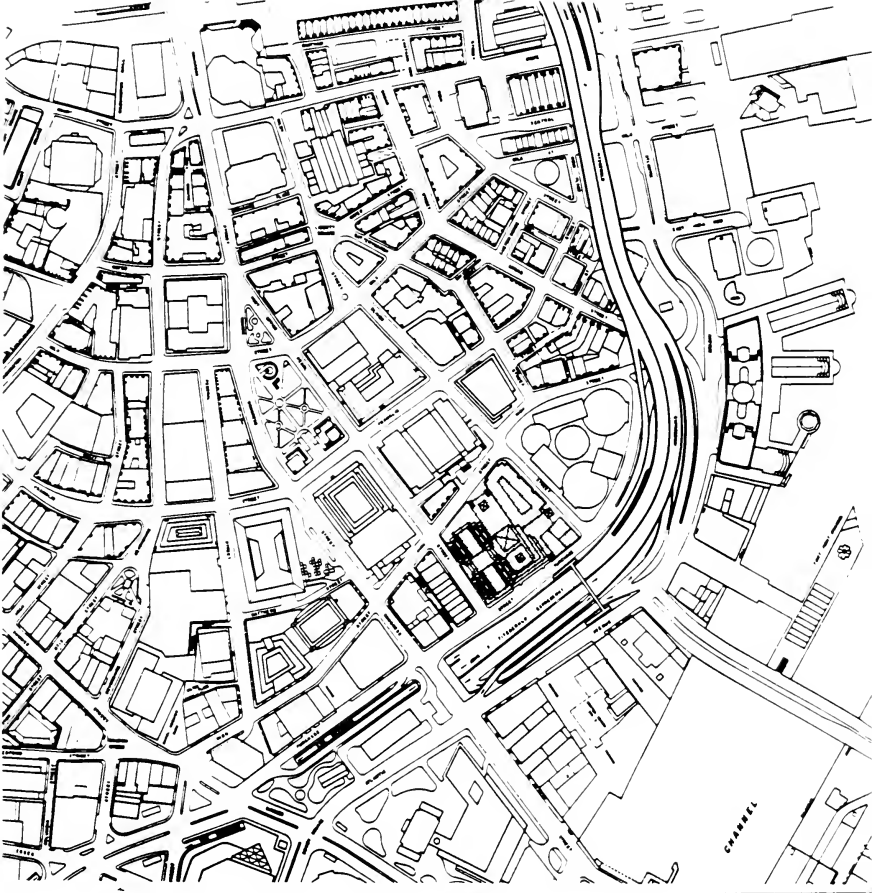


EXHIBIT B to Development Plan and  
Development Impact Project Plan for  
Planned Development Area No. 26

ONE TWENTY FIVE HIGH STREET

Jung/Brannen Associates, Inc. Architects and Planners



One Twenty Five High Street Limited Partnership



1/7 86



EXHIBIT C  
to  
Development Plan  
and  
Development Impact  
Project Plan  
for  
Planned Development  
Area No. 26  
One Twenty Five High Street

ONE TWENTY FIVE HIGH STREET

Description of City Parcels

Parcel I: Vacant Lot

A certain parcel of land in the Commonwealth of Massachusetts, County of Suffolk, City of Boston, situated on High Street and Oliver Street as shown on a plan entitled "DEVELOPMENT PLAN OF LAND IN BOSTON, MA SUFFOLK COUNTY", Scale 1:240, prepared for Travelers Insurance Co. by Survey Engineers of Boston, Drawing No. 44.01M, dated April 14, 1987, bounded and described as follows:

Beginning at a point on the southerly sideline of Oliver Street near High Street, said point being N 44-55-25 W 310.18 feet from the southerly intersection of Purchase Street and Oliver Street, said point also being the northeasterly corner of said parcel; thence running

S 49-17-58 W	47.74 feet to a point; thence turning and running
N 40-34-43 W	42.54 feet to a point; thence turning and running
N 39-24-16 E	17.50 feet to a point; thence turning and running
EASTERLY	37.50 feet by a curve to the right having a radius of 65.00 feet to a point; thence turning and running



S 44-55-25 E                    22.36 feet by the southerly sideline of Oliver Street to the point of beginning.

Containing 1,822 square feet, more or less.

Together with any and all right, title and interest in and to High Street Court.

Together with such other adjacent land located at the intersection of High Street and Oliver Street, as may be discontinued as a street or way and purchased from the City of Boston in connection with the development of the above-described parcels.

Parcel II: Fire Station Lot

A certain parcel of land in the Commonwealth of Massachusetts, County of Suffolk, City of Boston, situated on Oliver Street, as shown on a plan entitled "DEVELOPMENT PLAN OF LAND IN BOSTON, MA SUFFOLK COUNTY", Scale 1:240, prepared for Travelers Insurance Co. by Survey Engineers of Boston, Drawing No. 44.01M, dated April 14, 1987, bounded and described as follows:

Beginning at a point on the southerly sideline of Oliver Street, said point being N 44-55-25 W 92.79 feet from the southerly intersection of Purchase Street and Oliver Street, said point being the southeasterly corner of said parcel; thence turning and running

S 42-45-24 W                    57.51 feet to a point; thence turning and running

S 58-33-18 W                    6.65 feet to a point; thence turning and running

S 60-04-53 W                    71.10 feet to a point; thence turning and running

N 42-28-45 W                    148.32 feet to a point; thence turning and running





N 52-16-25 E	69.00 feet partially by High Street Court to a point; thence turning and running
S 40-36-25 E	2.70 feet; thence turning and running
N 50-18-17 E	9.02 feet to a point; thence turning and running
S 40-34-23 E	17.32 feet to a point; thence turning and running
N 49-20-07 E	50.50 feet, said last nine courses being by land now or formerly of The Travelers Insurance Company, to a point; thence turning and running
S 44-55-25 E	132.63 feet by the southerly sideline of Oliver Street to the point of beginning.

Containing 19,069 square feet, more or less.

Together with any and all right, title and interest in and to High Street Court, Lane Place and any and all courts, lanes or alleyways now or formerly used for access to and from High Street or High Street Court.



EXHIBIT D  
to  
Development Plan  
and  
Development Impact  
Project Plan  
for  
Planned Development  
Area No. 26  
One Twenty Five High Street

List of Schematic Design Drawings

Plans dated November 17, 1986 and prepared by Jung/Brannen Associates, Inc. Architects and Planners:

Drawing No. 1. Area Plan  
Drawing No. 2. Roof Plan  
Drawing No.2a. Neighborhood Plan  
Drawing No. 3. Site Survey  
Drawing No. 4. Ground Floor  
Drawing No. 5. Second Floor  
Drawing No. 6. Third Floor  
Drawing No. 7. Fourth Floor  
Drawing No. 8. Fifth Floor  
Drawing No. 9. Sixth Floor  
Drawing No.10. Seventh Floor  
Drawing No.11. Eighth Floor  
Drawing No.12. Ninth Floor  
Drawing No.13. Mid Rise Floors (Floors 10-15)  
Drawing No.14. Mid Rise Floors (Floors 16-22)  
Drawing No.15. High Rise Floors (24th Floor)  
Drawing No.16. High Rise Floors (25th Floor)  
Drawing No.17. High Rise Floors (28th Floor)  
Drawing No.18. High Rise Floors (30th Floor)  
Drawing No.19. Parking Level -1  
Drawing No.20. Parking Level -2  
Drawing No.21. Parking Level -3  
Drawing No.22. Parking Levels -4,-5  
Drawing No.23. Parking Level -6  
Drawing No.24. Section A-A  
Drawing No.25. Section B-B  
Drawing No.26. High Street Elevation  
Drawing No.27. Pearl Street Elevation  
Drawing No.28. Purchase Street Elevation  
Drawing No.29. Oliver Street Elevation  
Drawing No.30. Subdivision of Site



Revised by plans dated March 5, 1987 and prepared by Jung/Brannen Associates, Inc. Architects and Planners:

Drawing No. 31.	Neighborhood Plan
Drawing No. 32.	Parking Level Typical (-3, -4, -5, -6)
Drawing No. 33.	Parking Level -2
Drawing No. 34.	Parking Level -1
Drawing No. 35.	Ground Floor Plan
Drawing No. 36.	Second Floor Plan
Drawing No. 37.	Typical Tower Floor Plan
Drawing No. 38.	Roof Plan: Existing Conditions
Drawing No. 39.	Atrium Elevations
Drawing No. 40.	Atrium Axonometric

Revised by plan dated April 10, 1987 and prepared by Jung/Brannen Associates, Inc. Architects and Planners:

Drawing No. 41.	Subdivision of Site Amended
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Revised by plan dated April 15, 1987 and prepared by William S. Crocker Company, Division of Gunther Engineering:

Drawing No. 42.	Site Survey Amended
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Exhibit E  
to  
Development Plan  
and  
Development Impact  
Project Plan  
for  
Planned Development  
Area No. 26  
One Twenty Five High Street

FAR For Lots

- Lot 1: Not more than 5.30, based upon the ratio of 43,765 square feet of proposed gross floor area to 8,255 square feet of lot area.
- Lot 2: Not more than 12.64, based upon the ratio of 904,274 square feet of proposed gross floor area to 71,562 square feet of lot area.
- Lot 3: Not more than 15.50, based upon the ratio of 454,346 square feet of proposed gross floor area to 29,318 square feet of lot area.





## FACT SHEET



## NEIGHBORHOOD HOUSING TRUST PROPOSAL EVALUATION

### A. PROJECT SUMMARY

1. APPLICANT/DEVELOPER: Brooks Development Associates
2. PROJECT NAME: Brooks School Community Project
3. PROJECT ADDRESS: 5 Perth Street, 169-175, 188-191 Quincy Street, Roxbury
4. PROJECT TYPE (check all categories that apply)

New Construction X Rental      Condo      Coop X

Rehabilitation X Rental      Condo      Coop X

#### 5. HOUSING SUMMARY

No. Units 57

No. Low/Mod Units 44 %Low/Mod 77

No. Mod-Income Units (80% of median) 21

No. Low-Income Units (50% of median) 23

Other Below Market Units (specify)     

#### 6. Linkage Request \$ 1,616,925\*

Linkage Request per low/mod unit \$ 23,534

Leverage Ratio \$ 8:1

#### 7. PROJECT TIMELINE

Permits: 6/88

Construction Start: 8/88

#### 8. PARKING SPACES

Total 57 Per Unit 1

\*\$230,989.29 annual contribution for seven years (NPV = \$1,244,866).



## B. PROJECT DESCRIPTION (BRIEF NARRATIVE)

The Brooks School project combines both the reuse of a surplus school and new construction to generate 57 units of primarily family housing with a limited-equity coop structure. Seventy-seven percent of the units will be affordable to low and moderate income families. This is the first PFD disposition of City owned property through the Roxbury Neighborhood Council. The development entity is a joint partnership between a non-profit and a minority development association.

## C. PROJECT FINANCING SUMMARY

### 1. Development Budget

Real Estate Acquisition	\$ <u>0</u>
Construction Costs	\$ <u>5,591,800</u>
Related Soft Costs	\$ <u>3,025,250</u>
Machinery & Equipment	\$ <u>N/A</u>
TOTAL	\$ <u>8,617,050</u>
Total dev. costs per sq.ft.	\$ <u>130.00</u>
Construction costs per sq. ft.	\$ <u>84.45</u>
Total cost per unit	\$ <u>151,176</u>

### 2. Project Funding

Source	Amount	Terms (%/Years)	Status	Collateral
a)MHFA	\$4,910,252			
b)Syndication	\$1,574,000			
c)				
d)				
e) Equity	\$1,723,410			
Total:	\$8,207,662			



### 3. Housing Prices/Carrying Costs

Size	No.Units/s.f.	Sales Price	Carrying Cost/Mo
Studio/SRO	3/399 s.f.		512
1 RR	4/556 s.f.		618
2 BR	23/841 s.f.		726
3 BR	25/1,222 s.f.		908
4 BR	4/1,460 s.f.		1018
2 Family			
TOTAL	57/59,154 s.f.(Net)		

### 4. Project Income and Expenses

Total Annual Gross Income (TGI)	\$ 536,724		
Less Vacancy ( %)	\$ (27,556)		
Other Income*	\$ 371,331 *	93,500	Annuity
Effective Gross Income	\$ 880,499	273,727	SHARP
Total Operating Expenses ( % of TGI)	\$ 256,500	4,104	Laundry
Reserves	\$ included		
Net Operating Income	\$ 623,999		
Debt Service	\$ 567,272		
Coverage Ratio	\$ 56,727	1.1	

### D. ANALYSIS OF REVIEW CRITERIA (BRIEF NARRATIVE)

The Brooks School project provides a high level of affordability (44 of 57 units or 77%) with a limited-equity ownership mechanism. At least twenty-three units will be available to families at 50% of median. The proposed contractor, CWC, has an excellent record of minority hiring and WBE utilization and in fact has met or exceeded City of Boston minority or WBE requirements on its projects.

This is a joint development between a private development group combining its capacity with a local CDC. Both partners are minority agencies/firms. The developers and PFD are committed to a construction start in the summer/fall of '88. These are the first new cooperative units in Roxbury. The two other coops are conversions of occupied HUD distressed properties. In addition, this will be the first major development in this neighborhood in many years.

### E. PROPOSED LINKAGE FUNDING

#### Recommendation

  X   Recommend Funding                      Amount \$ 1,616,925\*

       Denial

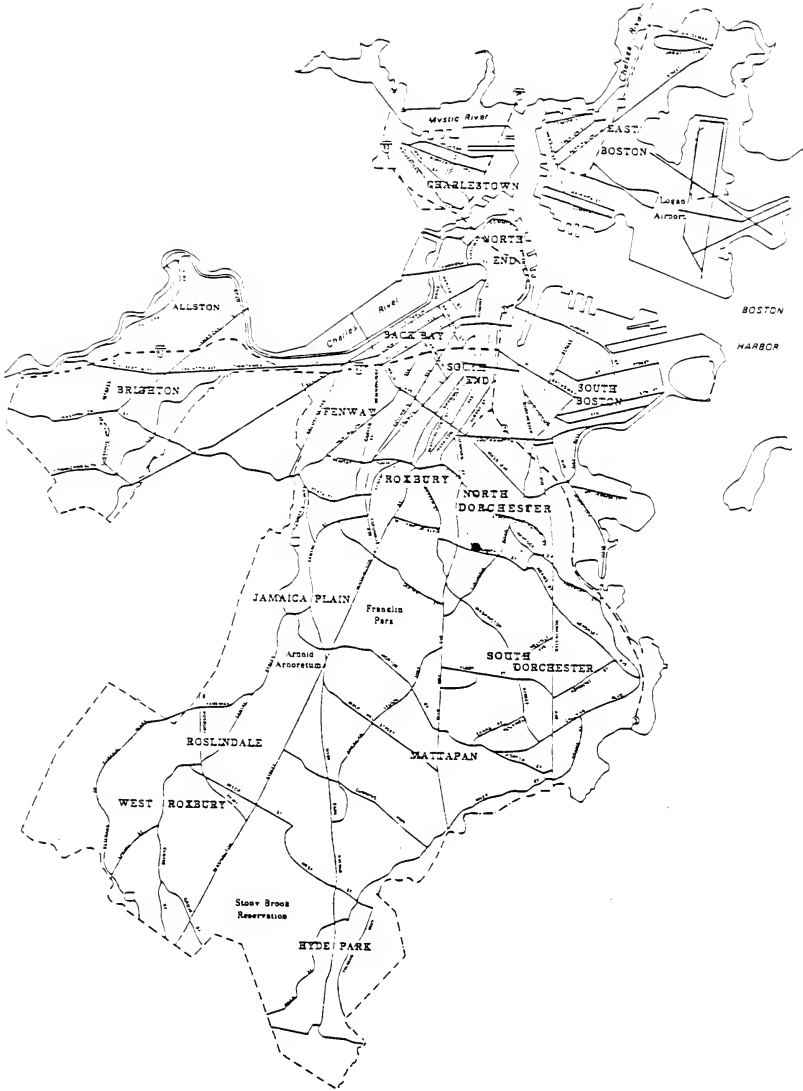
\*This project is recommended for a Housing Creation commitment to address the existing gap in the project's financing.





## SITE MAP







# BROOKS SCHOOL

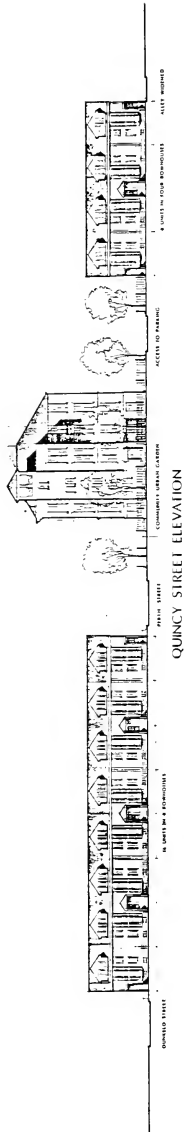




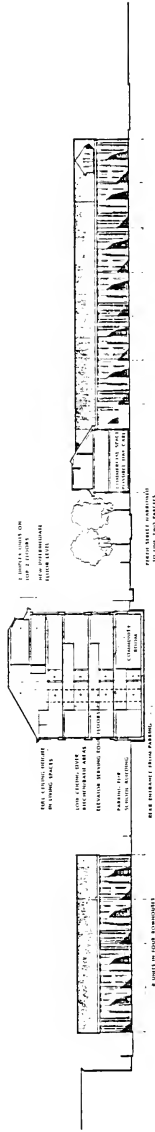
## ARCHITECTURAL DESCRIPTION





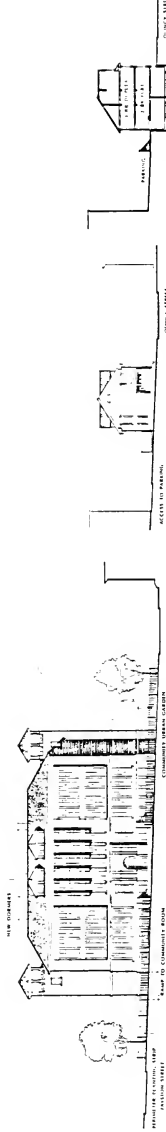


QUINCY STREET ELEVATION

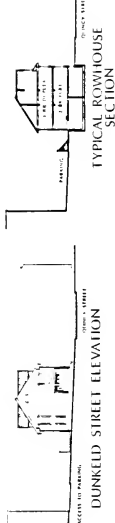


DUNKELD STREET ELEVATION

LONGITUDINAL SECTION THROUGH SITE LOOKING NORTH



PERTH STREET ELEVATION SCHOOL BUILDING



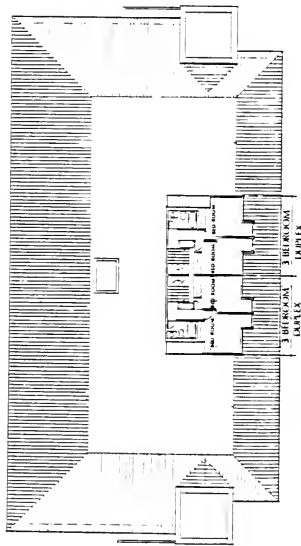
TYPICAL ROWHOUSE SECTION



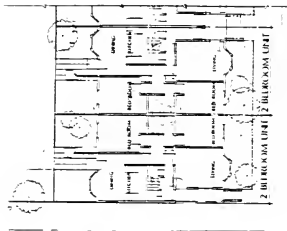
PHILLIPS BROOKS SCHOOL PROJECT  
QUINCY & PERTH STREETS • DORCHESTER  
CITY OF BOSTON • PUBLIC FACILITIES DEPARTMENT

SECTIONS AND ELEVATIONS • SCALE 1/8" = 1'-0"  
BROOKS DEVELOPMENT ASSOCIATES





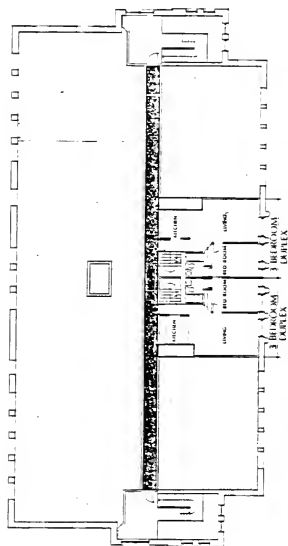
FIFTH FLOOR PLAN



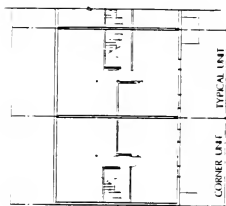
FIRST FLOOR PLAN



THIRD FLOOR PLAN



FOURTH FLOOR PLAN



BASEMENT FLOOR PLAN



SECOND FLOOR PLAN

PHILLIPS BROOKS SCHOOL PROJECT  
QUINCY & FIFTH STREETS • DORCHESTER  
CITY OF BOSTON • PUBLIC FACILITIES DEPARTMENT

SCHOOL BUILDING AND ROW HOUSE FLOOR PLANS • SCALE 1/8" = 1'-0"

BROOKS DEVELOPMENT ASSOCIATES





# UNIT DISTRIBUTION

	# OF UNITS				
	1	2	3	4	TOTAL
SCHOOL BUILDING	1	2	1	0	
1ST FLOOR	2	2	4	0	
2ND FLOOR					
3RD FLOOR	2	4	2	0	
4TH-5TH FLOOR					
NEW TOWNHOUSES	12	12	2	16	
TOTAL	3	4	23	25	57

# BUILT AREAS

	USE	SQ. FT.
SCHOOL BUILDING	• RESIDENTIAL	28,800
	• COMMUNITY	985
	• MECHANICAL	775
SUBTOTAL BUILT		30,560
NEW CLIMATE	• RESIDENTIAL	38,168
	• COMMERCIAL	1,800
	• INDUSTRIAL	40,000
SUBTOTAL NEW		79,968
TOTAL		110,528

PHILLIPS BROOKS SCHOOL PROJECT

QUINCY & PEARL STREETS • DORCHESTER

CITY OF BOSTON • PUBLIC FACILITIES DEPARTMENT



GENERAL SITE PLAN • SCALE 1" = 40'

BROOKS DEVELOPMENT ASSOCIATES



1



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1988

HOUSING CREATION  
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